

From: Michiteru Kato/=HINPO/TMC0. Sent:9/27/2007 1:32 AM.
To: [-] Chris Santucci/=WDC/Toyota_NY@TOYOTA_NY@TOYOTA@TMCE.
Cc: [-] Kevin Ro/=WDC/Toyota_NY@Toyota_NY@TOYOTA@TMCE;Christopher
Tinto/=WDC/Toyota_NY@TOYOTA_NY;Jyunji Ogata/=HINPO/TMC0@TMC0;Shinichiro
Ogata/=HINPO/TMC0@TMC0;Takezo Oba/=HINPO/TMC0@TMC0.
Bcc: [-] .
Subject: Re: Prius AWFM Design Changes.

Chris,

Updating the field information is very burdensome, especially customer complaints on Camry if the description of the alleged defect is the same as the one in the PE IR letter. As you know, the description of the alleged defect was vague and did not limit the issue to the interference between the mat and pedal. So we included in our response to PE the complaints on ES350 vehicles alleging the unintended acceleration, whether or not the customer mentioned something about the mat. In the case of Camry, we asked TMS to extract the customer complaints on Camry using the same search criteria (keyword search, including the word "surge") when we did during the Camry sudden acceleration investigation in 2004, and received about 60,000 complaints. As you know, we had a problem about the 6-speed transmission surge, so most of the complaints is out of scope of this investigation. I can't guess how long it will take to read all complaints and identify the complaints which should be provided NHTSA.

If only the complaints which relate to "mat" is requested, we can run the keyword search again using the word "mat", which is much easier to identify the complaints. Or if they asks only ES complaints, probably we can make it.

But this is just a waste of time. We will address this issue, which NHTSA agreed, so this is just for the closing resume.....

Thanks.

Mitch

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Ro/WDC/Toyota_NY@Toyota_NY, George Morino/TMS/Toyota@Toyota, Kirk Forsht/TMS/Toyota@Toyota
cc:
件名: Prius AWFM Design Changes

Everyone,

I spoke with Jeff Quandt and Scott Yon about the Prius changes. I explained the heel catching information included in the TMS-CAD email. They accepted the information. We talked about closing the investigation, and they now want field information on the Camry/ES for the closing resume. We went back and forth about the need for the data, so I asked them to think about if they really need it, and if so, then to issue us a simple IR letter (none of this email back and forth, because they will keep asking for more and more information). I know it sounds strange to ask for an IR, but since they never did anything in the EA (other than the half-truths we saw in their presentation) they may need this information to appear that they actually did some work on this investigation. We are consulting with Erika to see if we should contest this request, as it wasn't part of the deal with NHTSA management. I also requested that if they issue an IR, to give us adequate amount of time and to send an advance copy as well. I will keep you updated.

Regards,

Chris Santucci - Assistant Manager
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